

Traffic and Site Access Study

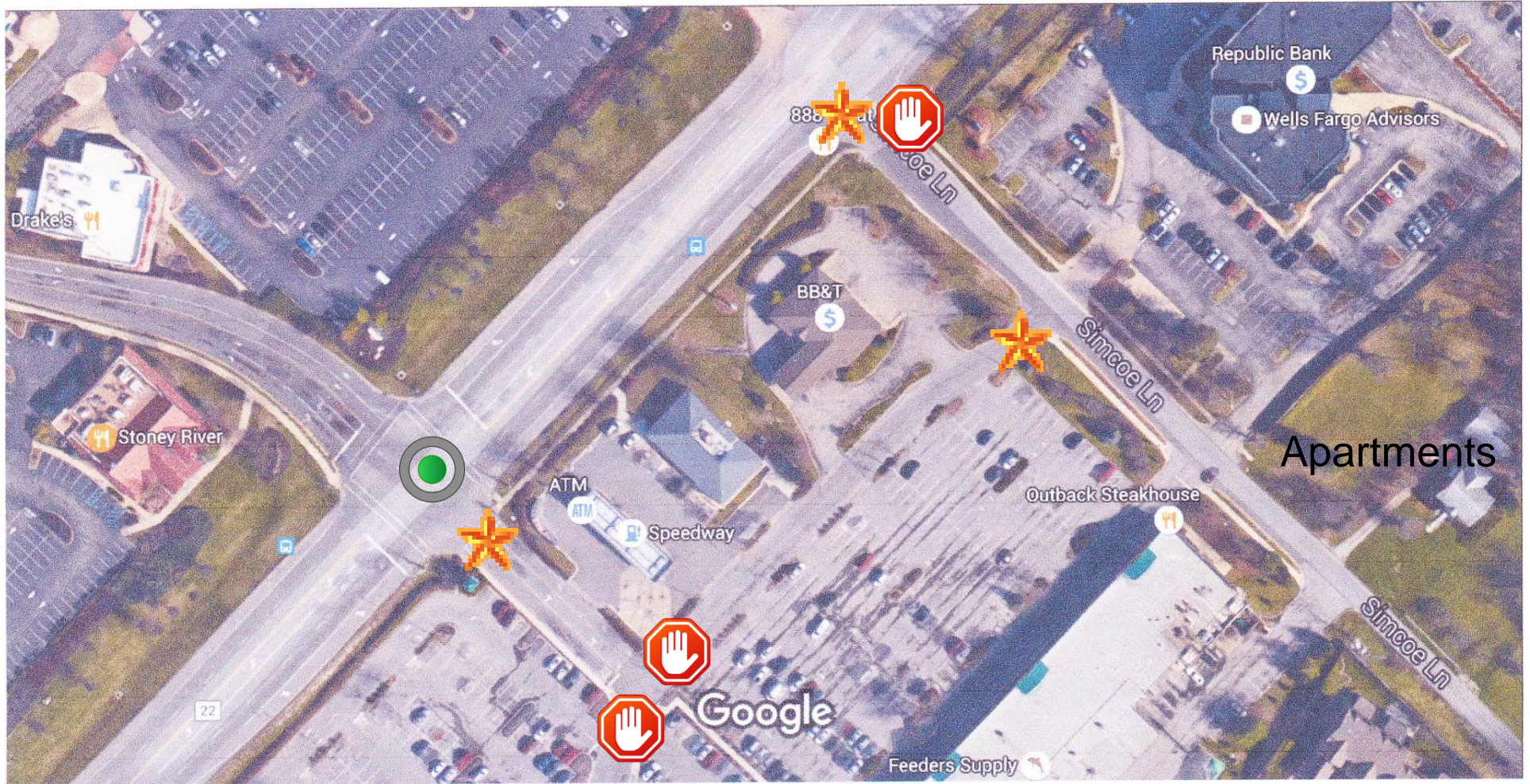
Case 15ZONE1070
March 1, 2016

James Onnen
BSME, MBA

Review of Applicants Traffic Impact Studies – Mar 2 & 17

1. Scope of study is not sufficient with respect to locations and accident history
2. Does not meet all of the KYTC Traffic Impact Study Guidelines
3. Traffic growth assumptions are not consistent with historical data
4. Several errors and mis-statements

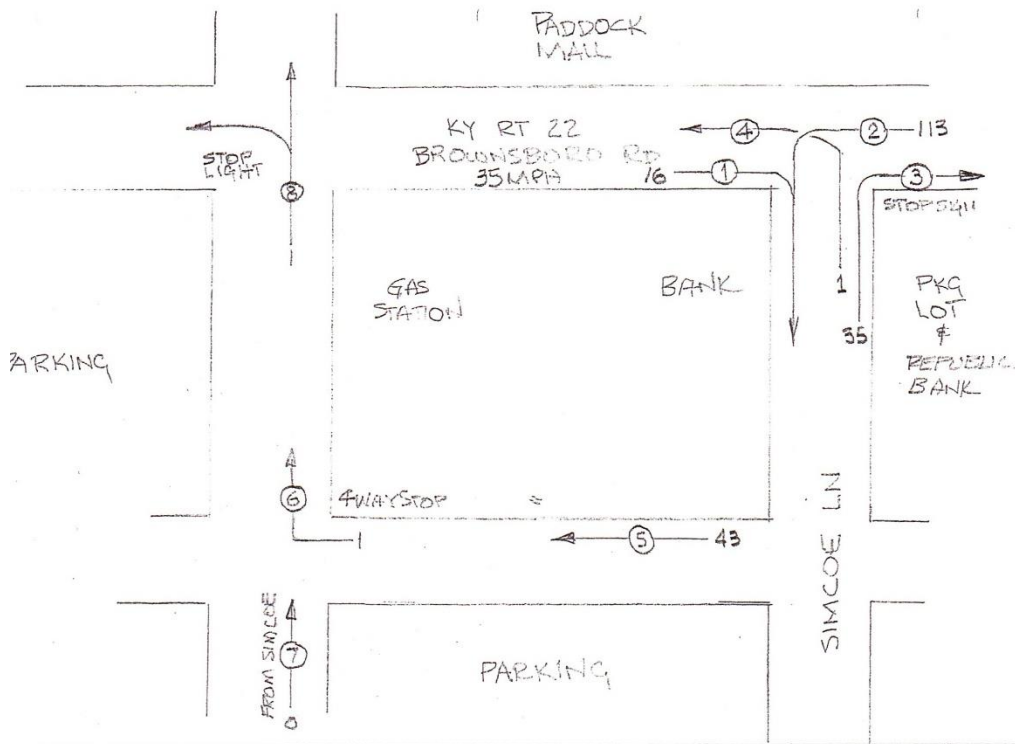
Area of Traffic Analysis



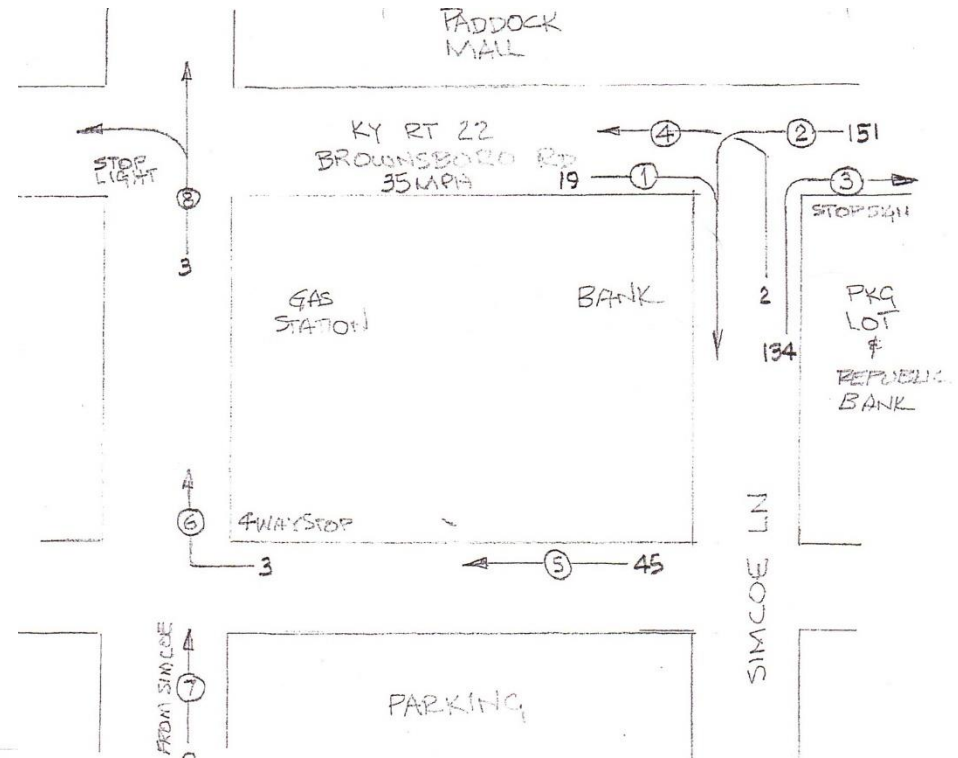
Imagery ©2016 Google, Map data ©2016 Google 100 ft



Peak Hour Traffic - AM



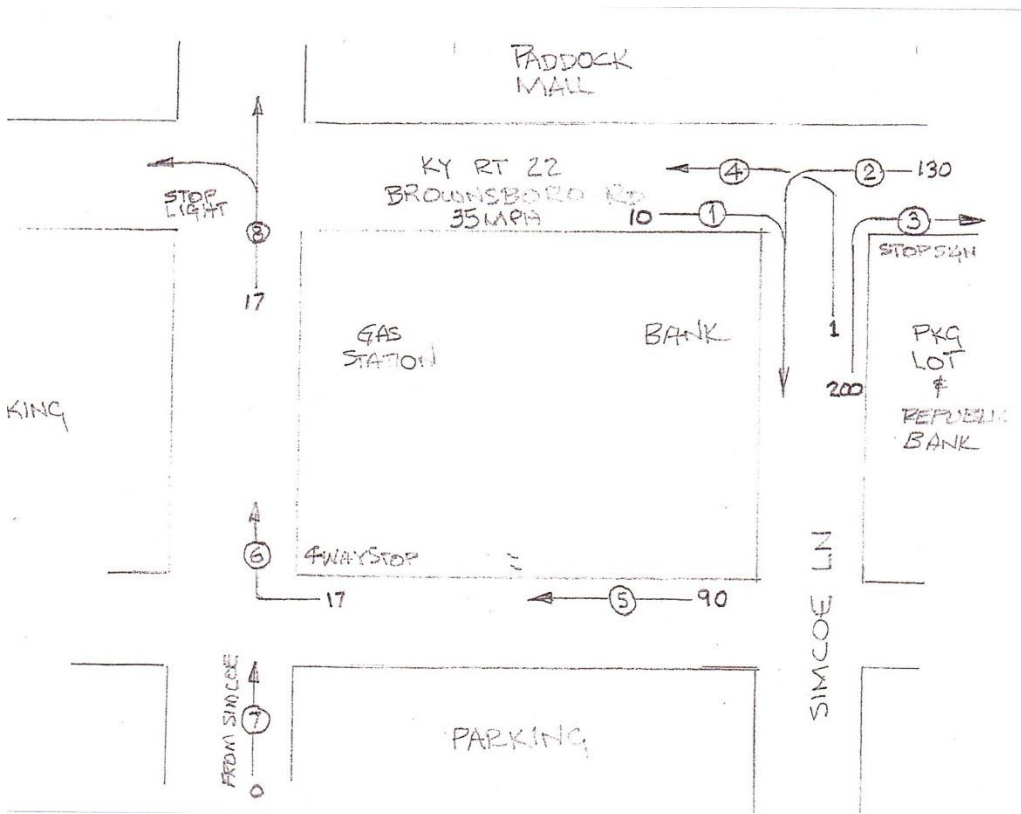
Present
 To & From West = 18
 To & From East = 148



Present + Apartments
 To & From West = 26
 To & From East = 285

KYTC Traffic Impact Study Requirement 4.3.2 "Trips generated by the development should be distributed onto the public roadway network consistent with existing traffic in the area As prescribed below....."

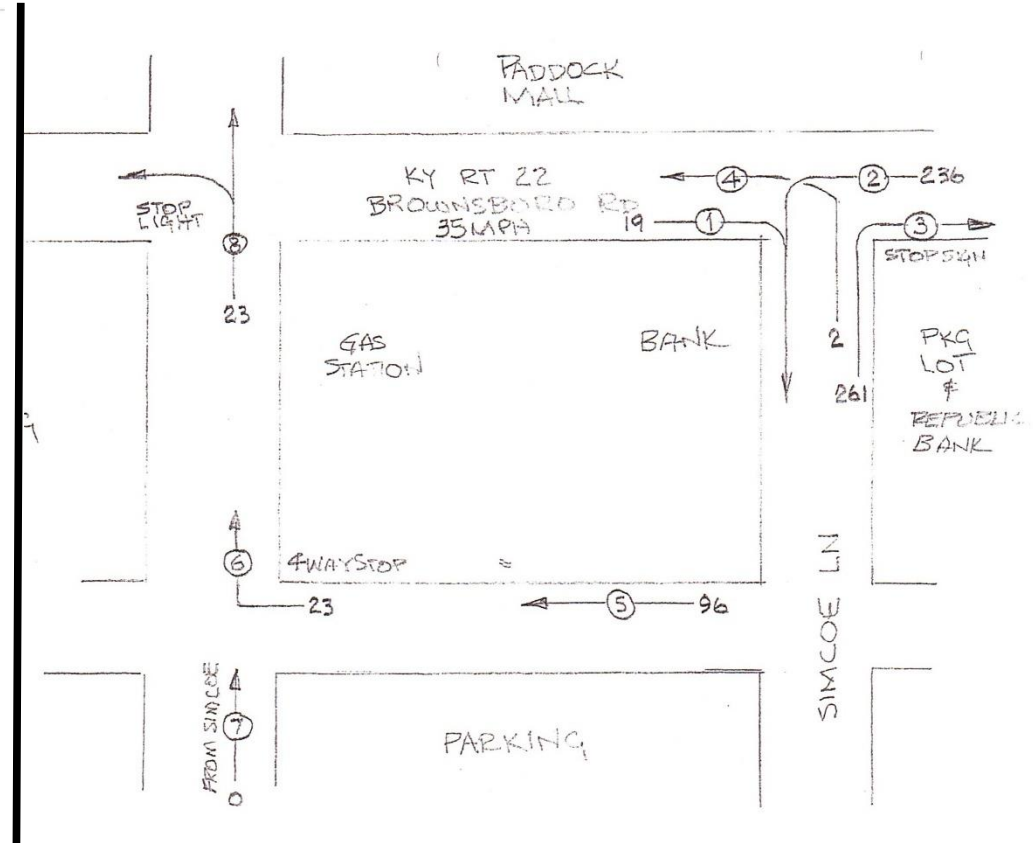
Peak Hour Traffic - PM



Present

To & From West = 28

To & From East = 330



Present + Apartments

To & From West = 44

To & From East = 497

KYTC Traffic Impact Study Requirement 4.3.2 "Trips generated by the development should be distributed onto the public roadway network consistent with existing traffic in the area As prescribed below....."

Typical Traffic East Bound Hwy 22 @ Simcoe LN



Traffic Exit Avish Garden to Hwy 22

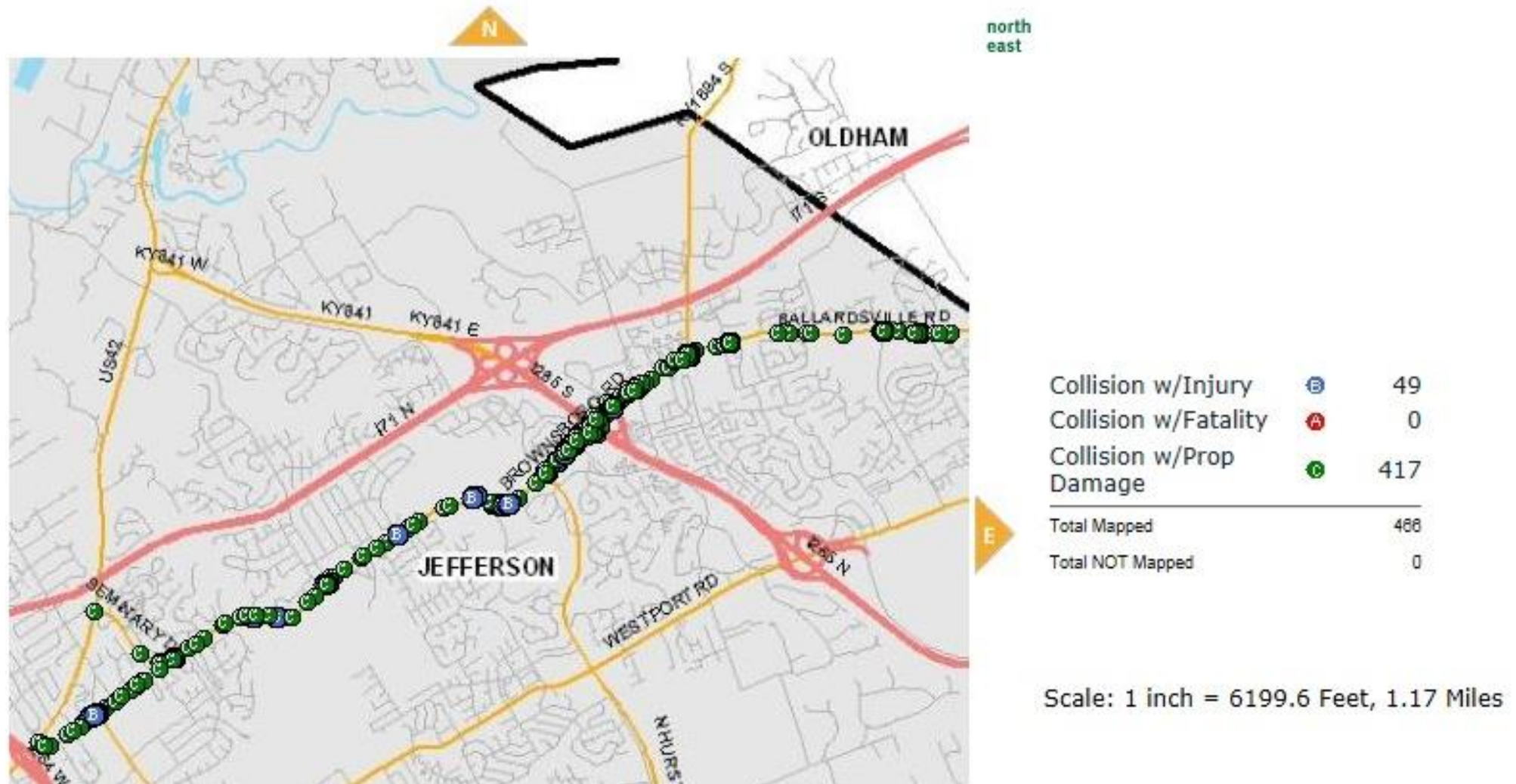


Exit Rd is 167 Ft

Only access to Hwy
22
with a traffic signal

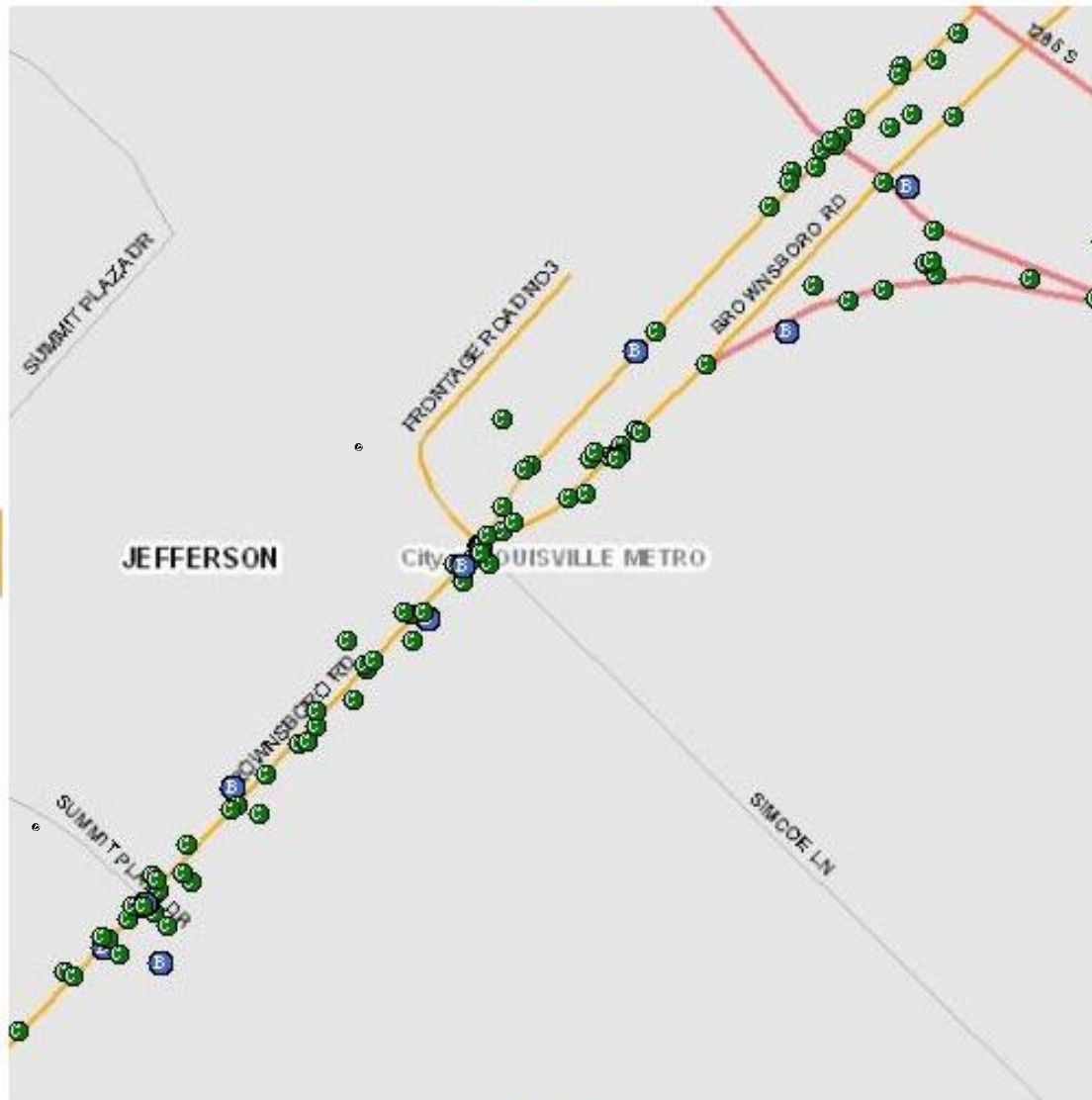


Collisions Hwy 22 from I-264 to Oldham Cty line – Jan 2014 to May 2016



456 total collisions , average **one collision every 44 Hrs**

Collisions @ Simcoe & Summit Intersection w/ Hwy 22



Collision w/Injury	Ⓟ	49
Collision w/Fatality	Ⓜ	0
Collision w/Prop Damage	Ⓞ	417
<hr/>		
Total Mapped		466
Total NOT Mapped		0

Scale: 1 inch = 220.2 Feet, 0.04 Miles

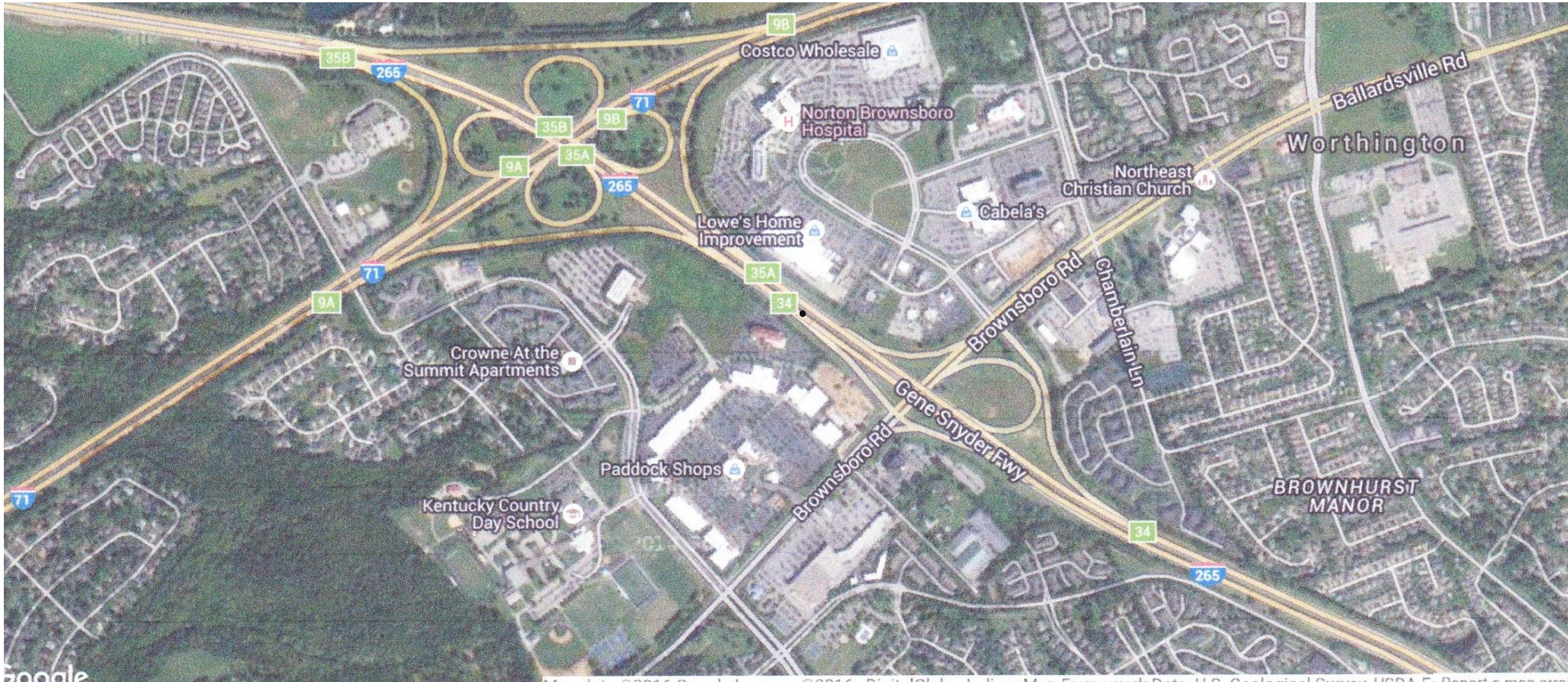
Traffic VPD* Hwy22 @ Simcoe

Yr 2008	23,100 VPD
Yr 2016	33,000 VPD (est) 5.4%/Yr Growth
Yr 2019	34,980 VPD Projected @ 2% Growth
Yr 2019	38,346 VPD Projected at present growth rate of 5.4%/YR

Due to continued development along the Hwy 22 corridor to Oldham Cty, we believe the actual VPD will likely exceed 6% annual growth

*VPD – Vehicles per day

Effect of East End Crossing



Hwy 22 is the first surface street exit coming from Indiana

Land Development Code

Chapter 6 – Mobility Standard

Chapter 6, Part 1, Access Management

6.1.1

The intent of this section is to manage vehicular access to land development, while preserving traffic flow in terms of safety, capacity and speed and to promote green management practices (GMP) within the context of stormwater management techniques and reduction of impervious materials. The site access approval procedures established herein are intended to balance the right of reasonable access to private property with the right of the citizens of Louisville Metro to safe and efficient travel. These regulations are intended to implement the Mobility Goals and Objectives of Cornerstone 2020 and Guideline 7 of the plan elements.

Appendix 6E, A, Text, Part One: Traffic impact Studies

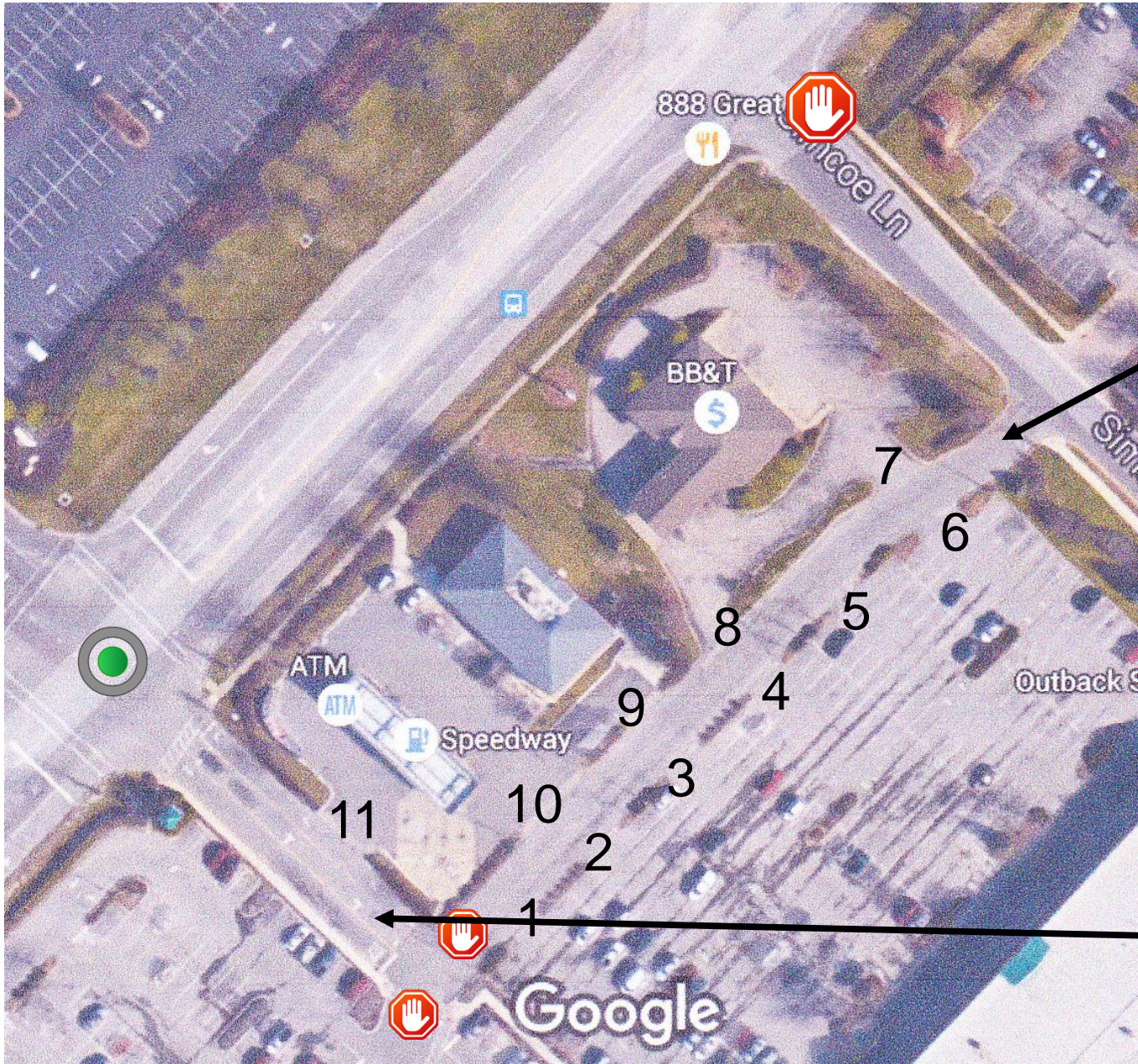
Section 3

“---- identifying the source of trip generation rates and assignment of those trips to the street system.”

Section 5

“The final section should briefly describe the roadway systems ability to handle the traffic generated for each condition analyzed.”

Avish Garden Access Points



**420 Ft road with
10 access points**

**167 Ft stacking
lane
to traffic signal**